

**TOP SECRET**

STATUS AS OF 0700 LOCAL MONDAY, 27 MAY 1963

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CURRENT STATUS AS OF 0700 LOCAL

27 MAY 1963

AIRCRAFT:

All traces of A-12 removed from crash scene and placed under cover of hangar at Wendover by late afternoon, Saturday, 25 May. Loading aboard two C-124s; under way early Sunday, 26 May; Destination: [ ] All small bits and pieces meticulously picked up and boxed.

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PILOT:

General condition excellent; mild complaint of back pain; X-rays of back normal; Initial diagnosis: probably a muscular tenderness. (See [ ] 9672 for detailed description); Declared fit after examination at [ ] [ ] Follow-up X-rays scheduled in two weeks. [ ] scheduled to return to [ ] at noon Sunday, 26 May, to meet investigation board.

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PRESS:

General Hubbard feels press situation is under control. Monitoring of news media continues. [ ] 9680)

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INVESTIGATION  
BOARD:

Initial meeting held Sunday evening, 26 May,  
at [ ] for purposes of organizing and  
establishing procedures. (See [ ] 9686).  
Proceedings to begin Monday, 27 May.

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ADDITIONAL:

All A-12s grounded by Colonel Ledford Sunday  
night, 26 May, until further notice. [ ]  
9686).

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WEATHER

WEATHER SUMMARY OF ACCIDENT AREA

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**WEATHER SUMMARY OF ACCIDENT AREA**

1. The following weather information was compiled by [redacted] for the accident of A-12 aircraft number 123 on 24 May 1963.

a. General Forecast for [redacted]:

An unstable airmass lies to the north and northwest of [redacted] with a weak trough aloft. Thermal heating will trigger scattered cumulus activity from [redacted] north by 1700Z. Clouds will increase rapidly to 10,000 feet broken by 1800Z with scattered cumulonimbus. Broken middle and high cloud layers from 13,000 to 34,000 feet ASL will occur after 1800Z.

b. Flight Forecast for A-12 Aircraft Number 123, Valid from 1700Z to 2000Z:

10,000 feet ASL broken variable overcast, upper broken with scattered thunderstorm activity northwest of a line from [redacted] Tops of all cirrus 34,000 feet ASL. Terminal forecast for [redacted] 10,000 feet scattered, more than 15 miles visibility.

c. Pilot Reports:

1900Z - Area of the accident: Tops of clouds variable, 34,000 to 35,000 feet ASL.

2015Z - Base of clouds 10,000 feet ASL, lower in thunderstorms. With thunderstorms north of a line [redacted]

1715Z to 1800Z - In Easy Fit Refueling Area: Cumulus cloud tops above 33,000 feet ASL. Top of cirrus 30,500 feet ASL.

1540Z - Scattered cumulus south of an east-west line through [redacted] bases 12,000 feet tops 14,000 feet. Broken cirrus tops 31,000 feet looks better toward [redacted]

1956Z - 75 nm west south west of Hill AFB,  
a line of buildups tops 36,500 feet.

1925Z - From Ely to Shafter to Bonneville a  
broken line of Cumulonimbus tops 13,000  
feet.

d. Surface Weather Observations at 1900Z:

Wendover: 4,500 feet scattered, estimated  
5,500 feet broken 14,000 feet broken,  
50 miles visibility, thunder reported.  
Thunderstorms west through northwest  
moving slowly eastward, lighting from  
cloud to ground. Rainshowers in the  
distance west through northwest.

Ely: Estimated 5,500 feet broken, 8,000 feet  
broken, 45 miles visibility. Cumulonimbus  
to the north. Freezing level 11,000 feet  
ASL.

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TRANSCRIPT OF CONTROL CENTER LOG BOOK

CONTROL CENTER LOG

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24 MAY 1963 Cont'd:

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2112Z [ ] CALLED TO REPORT COL. WIMBERLY CONTACTED BY BOXER, BUT NO DEFINITE INSTRUCTIONS RECEIVED. REFERRED TO AFIGO-5 FOR AIRLIFT IF REQUIRED. REQUESTED [ ] TO HAVE COL. WIMBERLY CONTACT [ ] FOR FURTHER INSTRUCTIONS. [ ] TO CONTACT BOXER AND ADVISE TO EXPECT CALL AND TELL COL. WIMBERLY "WHEN AND WHERE" HE IS NEEDED. THIS PASSED TO [ ] BOXER CONTROL.

2123Z [ ] CHECKED THRU SALT LAKE CITY CENTER REGARDING INFORMATION ON WENDOVER AUX AIRFIELD: 8500' HARD SURFACE, RADIO CONTACT TO THE WENDOVER FIRE TRUCK ON 245.6 OR 122.8. FURTHER INFORMATION CAN BE OBTAINED FROM [ ]

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\* 2140Z PASSED (TELECON) ITEMS #6, 8 AND NEW DEVELOPMENT (HILL AFB PRESS AGENCY) TO COL. GEARY - LATER WILL HAVE [ ] CALL PIO AT HILL AND TELL HIM NOT TO RESPOND.

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2155Z [ ] CALLED TO ADVISE THAT AFIGO-5 HAS CONTACTED GEN. COPELAND, C/G HILL DEPOT, TO RENDER ALL NECESSARY ASSISTANCE TO [ ]

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2250Z TELECON SHUT DOWN.

2315Z TELECON OPENED (ITEM 26).

25 MAY 1963

0130Z RECEIVED CALL FROM MR. Mc CONE'S SECURITY GUARD WHO ASKED IF WE HAD ANY ADDITIONAL INFORMATION - PASSED CONTENTS (TELECON) ITEM 30 TO MR. Mc CONE IN PERSON WHO SEEMED SATISFIED AND ASKED NOT TO BE DISTURBED UNLESS THERE IS A FLAP.

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0230Z CALLED [ ] REF COMMAND POST EXERCISE BRAVO. DELAYED TO EARLY JUNE. ADVISED [ ]

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\* 0230Z NUMEROUS CALLS PERTAINING TO NEWS THAT SALT LAKE CITY TV HAS POSSIBLE PICTURES OF [ ] AND/OR CRASH ACTION. [ ] ATTEMPTING TO CALL M/GEN. MARTENS. NO SUCCESS. [ ] IS TALKING TO COL. LEDFORD WHO CALLED IN. RELAYED INFORMATION. DR. SCOVILLE NO LONGER AT THE PARTY AT THE MAYFLOWER.

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0340Z CALLED WEATHER CENTRAL [ ] FOR INFORMATION REGARDING WEATHER AT WENDOVER. TERMINALS AT WENDOVER AND HILL AFB FOR PERIOD COVERING TOMORROW 25 MAY 63. ALSO REQUESTED NELLIS AFB LOCAL AREA WEATHER FOR 25 MAY 63. [ ] WILL CALL BACK AS SOON AS INFORMATION IS RESEARCHED.

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25 MAY 1963 Cont'd:

0350Z RECEIVED CALL FROM [ ] AT WEATHER CENTRAL. WEATHER FOR HILL AFB AND LOCAL AREA: 6000 SCATTERED 12000 BROKEN 15 MILES VISIBILITY WINDS 090 DEG 10 KNOTS GUSTS TO 15 KNOTS BY 1800Z. 6000 SCATTERED 12000 SCATTERED 15 MILES PLUS VISIBILITY WINDS 10 KNOTS. TOWERING CUMULUS IN VICINITY. PRIOR TO 1000Z. INTERMITT 4000 BROKEN 7000 OVERCAST 7 MILES VISIBILITY IN RAIN SHOWERS. WENDOVER AREA: 5000 BROKEN 8000 OVERCAST 10 MILES VISIBILITY IN LIGHT RAIN SHOWERS. NELLIS LOCAL AREA: 12000 SCATTERED 15 MILES VISIBILITY VARIABLE 8 TO 10 MILES BY 1800Z. SURFACE WINDS FROM 140 DEG 15 KNOTS GUSTS TO 20 KNOTS.

0630Z TELECON SHUT DOWN AND MESSAGE RECORD IS FILED IN OXC 123 FOLDER. MR. CUNNINGHAM REQUESTED THE DUTY OFFICER NOTIFY DR. SCOVILLE OF NEW DEVELOPMENTS AT 0800L. ALSO REQUESTED THAT IF [ ] CALLS, RELAY THAT HE SHOULD CALL MR. CUNNINGHAM AT HOME. (LAC JETSTAR IS SET TO DEPART [ ] ABOUT 0800L [ ] TO TAKE [ ] TO ALBUQUERQUE. [ ] WILL REMAIN AT THE DESERT INN MOTEL UNTIL ORDERED BY HQRS TO GO TO [ ]) MR. CUNNINGHAM'S IMMEDIATE PLEASURE TO MEET WITH [ ] AT 1100L, SEE THE DCI AT 1200L AND BE PRESENT AT IDEALIST [ ] 152 GO-NO-GO BRIEFING AT 1300L. COL. LEDFORD PLANS TO DEPART ANDREWS AFB AT 0800EDT VIA T-33 FOR [ ] VIA HILL AFB.

0710Z DR. SCOVILLE CALLED TO REPORT HE IS AT HOME IN THE EVENT OF NEWS.

1030Z COL. GEARY CALLED FOR AN UPDATING. I DEFERRED UNTIL A CALL TO BOXER CONTROL WAS MADE.

1031Z BOXER CONTROL QUIET. [ ] (SECURITY) ON DUTY. THEY REPORTED:  
(A) THE C124 IS STILL AT NELLIS AFB, NOW PLANNING 1300Z TAKE OFF FROM NELLIS TO GO TO [ ] AND UNLOAD. PLAN TO TURN AROUND AND FLY TO THE CRASH SITE.  
(B) GEN. ROBBINS WILL DEPART HILL AFB AT 1630Z BY H-21 FOR SITE.  
(C) C121 WILL DEPART [ ] FOR SITE AT 1230Z WITH MAINTENANCE PEOPLE AND [ ]  
(D) 2 FLAT BEDS PLUS 2 FIVE TON CRANES PLUS SIX OTHER TRUCKS DEPARTED HILL AFB AT APPROX 1000Z ENROUTE TO SITE.  
(E) [ ] IS CHECKING HILL REGARDING AVAILABILITY OF 2 TWENTY TON TRUCKS.  
(F) JETSTAR WILL ARRIVE [ ] FROM BURBANK IN THE MORNING FOR A 1600Z DEPARTURE TO ALBUQUERQUE WITH [ ]

1040Z COL. GEARY CALLED FOR PROGRESS INFORMATION AND ABOVE WAS RELAYED TO HIM. HE WILL BE IN HIS OFFICE BY 1130Z AND WILL CALL THIS COMMAND POST FOR FURTHER INFORMATION. HE IS CONCERNED THAT ALL EFFORT BE EXPENDED TO REMOVE THE WRECKAGE FROM THE LANDSCAPE. HE IS CONCERNED THAT PRECIOUS HOURS OF DARKNESS ARE PASSING WITHOUT SUFFICIENT EFFORT FOR RAPID DAYLIGHT MOVEMENT AT WENDOVER.

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25 MAY 1963 Cont'd:

1105Z [ ] CALLED TO REPORT:

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(A) THE FIRST LOAD OF WRECKAGE SHOULD BE READY FOR PICKUP AT WENDOVER AT APPROX 1900Z AND ENTIRE JOB WILL TAKE FOUR LOADS.  
(B) HE SUGGESTS SECOND C124 COULD BE USED AT APPROX 1800Z.  
(C) SUFFICIENT OLD HANGER BUILDINGS EXIST AT WENDOVER TO HOUSE THE WRECKAGE AS IT IS BROUGHT IN.  
(D) NO NIGHT OPERATIONS ARE PLANNED, THE TRUCK ROUTE IS DANGEROUS. REQUIRES A 40 MINUTE DRIVE.  
(E) [ ] WILL RETURN TO THE SITE WITH THE C121 ESTIMATED TIME OF DEPARTURE FROM [ ] IS 1230Z. [ ] WILL REMAIN AT [ ]

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1110Z BOXER CONTROL REPORTED THE FOLLOWING SUPPORT FROM HILL AFB:

4 - 6 PASSENGER PICKUPS. DEPARTED HILL 0630Z.  
1 - WEAPONS CARRIER. DEPARTED HILL 0630Z.  
1 - STATION WAGON. DEPARTED HILL 0630Z.  
2 - 40' FLAT BEDS. DEPARTED HILL 1020Z.  
2 - 1½ TON PLATFORM TRUCKS. DEPARTED HILL 1020Z.  
2 - 5 TON RIGGERS. DEPARTED HILL 1020Z.  
1 - 6000 LB FORK LIFT. DEPARTED HILL 1020Z.  
3 - F-2 TRAILERS. DEPARTED HILL 1020Z.  
4 - 5 TON TRUCKS. DEPARTED HILL 1200Z.

1115Z COL. LEDFORD CALLED FOR A STATUS. HE CONCURRED ON USE OF SECOND C124 IF NECESSARY. HE WILL DEPART ANDREWS SHORTLY ENROUTE HILL AFB AND [ ]

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1125Z BOXER CONTROL REPORTS:

(A) WENDOVER BASE MANAGERS OFFICE CAN BE REACHED BY COMMERCIAL CALL: WENDOVER 2171 FIRE CHIEF PALINER.  
(B) SITE PARTY OF APPROX 25 IS CONTACTED BY RADIO FROM OVERHEAD AIRCRAFT. NO CONTACT SINCE DARKNESS LAST NIGHT.

1135Z DR. SCOVILLE WILL BE IN, IN 15 MINUTES FOR A RECAP. MR. Mc CONE WILL GET A REPORT AT 0815L BY DR. SCOVILLE.



1155Z COL. GEARY REQUESTED:

(A) PLACE FOR SECOND C124 TO BE DISPATCHED TO.  
(B) THAT 2 OR 3 AIR POLICE BE PLACED IN THE SITE OF THE WRECKAGE IN ORDER TO MATCH COVER STORY OF AIR FORCE WRECKAGE.

1200Z BOXER CONTROL REPORTS:

(A) [ ] REQUESTS SECOND C124 GO DIRECT TO WENDOVER AND STANDBY. (DESIRED ESTIMATED TIME OF ARRIVAL AFTER 2200Z)  
(B) ONE O-11 FIRE TRUCK AVAILABLE AT WENDOVER.  
(C) ONE H-21 HELICOPTER WILL BE AVAILABLE.  
(D) ONE FUEL TRUCK FOR THE HELICOPTER.

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\* 1215Z COL. GEARY REPORTS:

- (A) KENT (TV) COOPERATIVE WITH GEN. HUBBARD NO PROBLEM.  
 (B) INQUIRED ABOUT SECURITY. WAS TOLD THAT ONE AIR POLICEMAN FROM HILL AFB HAD BEEN RELEASED. COL. GEARY VERY DISTURBED AND INSISTED THAT AIR POLICEMAN BE REPLACED. THIS WAS RELAYED TO

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1220Z [ ] CALLED AND ASKED FOR [ ] TO CALL HIM  
 REF: [ ] ARRANGEMENTS. [ ] HAD TALKED TO  
 MR. CUNNINGHAM. PASSED THE REQUEST TO BOXER CONTROL.

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1230Z DR. SCOVILLE RETURNED FROM DCI'S OFFICE AFTER 5 MINUTE REVIEW. WILL GO TO MR. BUNDY'S OFFICE AND THEN RETURN. HE ASKED FOR A CHRONO FILE ON PRESS-SECURITY-COVER DETAILS TO BE MAINTAINED.

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1245Z [ ] REVIEWED CURRENT STATUS.

\* 1300Z BOXER CONTROL RELAYED:

- (A) [ ] REQUESTS COL. GEARY RECONSIDER AIR POLICE BECAUSE:  
 (1) NO PUBLIC ARE IN THE AREA.  
 (2) THE SITE IS VERY REMOTE.  
 (3) ONLY 1 AIR POLICEMAN HAS BEEN INVOLVED UP TO NOW. HE HAS BEEN DEBRIEFED AND RELEASED. HE IS NOT NECESSARY AND PROJECT SECURITY CAN ADEQUATELY HANDLE SITUATION.  
 (4) THE LESS AIR POLICE INVOLVED THE BETTER FROM PROJECT SECURITY AND DEBRIEFING POINT OF VIEW.  
 (B) [ ] REPORTS HE VISITED [ ] WHO WAS MOST COOPERATIVE. [ ] CONFISCATED ALL NEGATIVES/PICTURES AND FOUND [ ] COOPERATIVE IN ALL ASPECTS EXCEPT HE WOULD NOT REVEAL HIS PRIVATE PILOT'S NAME FOR FEAR OF PUNISHMENT FOR FLYING WITHIN A RESTRICTED AREA.  
 (C) [ ] WAITING FOR C121 FROM [ ] WITH MAINTENANCE PEOPLE.

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\* 1310Z AFTER CHECK WITH COL. GEARY, PASSED TO [ ] THAT 2 OR 3 AIR POLICE SHOULD BE IN PLACE. ALSO THAT [ ] PILOT NAME SHOULD BE DETERMINED. PROTECTION FROM PUNISHMENT IF THE NAME IS REVEALED. PUNISHMENT GUARANTEED IF WE HAVE TO TRACK HIM DOWN.

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1325Z COL. GEARY CALLED FOR DETAILS OF PILOT NARRATIVE. HE ASKED FOR A BRIEF, NOT SATISFIED SINCE IT WAS SKETCHY. HIS [ ] IS NOT OPEN, SO WE WILL COURIER A COPY OF [ ] NARRATIVE.

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1330Z MR. CUNNINGHAM CALLED TO REPORT:

- (A) KELLY JOHNSON CALLED HIM TO REPORT HE WOULD BE OUT OF HIS OFFICE THIS AM BUT IN HIS OFFICE AFTER LUNCH.  
 (B) THE JETSTAR REQUIRED A NOSE WHEEL TIRE CHANGE BECAUSE OF RUNWAY CONDITION AT WENDOVER. PLEASE RELAY TO OTHER AIRCRAFT OPERATING INTO THERE.  
 (C) MR. CUNNINGHAM WILL BE IN AT 1100L.

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25 MAY 1963 Cont'd:

1335Z PILOTS NARRATIVE TRANSMITTED TO COL. GEARY VIA [ ] COL. GEARY IS WITH [ ]

1455Z [ ] PASSED CREW AND AIRCRAFT NUMBER FOR AIRLIFT TO WENDOVER.

[ ] AIRCRAFT COMMANDER.

[ ] CO-PILOT.

[ ] ENGINEER.

[ ] ENGINEER.

[ ] LOAD MASTER.

THIS CREW WILL DEPART TRAVIS AFB 20/1410Z (THIS TIME ENTERED IN THE CONTROL CENTER LOG IN ERROR. TIME SHOULD READ 25/1415Z) FOR THIS AREA FOR FURTHER INSTRUCTIONS.

1518Z THE ABOVE INFORMATION PASSED TO [ ]

1550Z RECEIVED FROM [ ] CONTROL:

(A) FIRST C124 NOW UNLOADING.

(B) C121 ESTIMATED AT WENDOVER 1535Z.

(C) MOTOR VEHICLES FROM HILL AFB ALL IN PLACE EXCEPT DUMP TRUCK.

THIS INFORMATION PASSED TO AFIGO-5, [ ]

1555Z CALLED [ ] FOR STATUS OF SUPPORT EQUIPMENT:

(A) FIRST C124 NOW UNLOADING.

(B) C121 ESTIMATED AT WENDOVER 1535Z.

(C) ALL MOTOR VEHICLES FROM HILL AFB IN PLACE EXCEPT THE DUMP TRUCK. THIS INFORMATION RELAYED TO AFIGO-5.

1605Z [ ] CONCURS THAT THE SECOND C124 (FROM TRAVIS AFB) SHOULD BE DISPATCHED DIRECT TO WENDOVER.

(A) [ ] (PILOT OF FIRST C124) WILL BRIEF SECOND C124 ON NORTHEAST ENTRY PROCEDURES.

(B) RUNWAY AT WENDOVER EXTREMELY ROUGH.

(C) NO FUEL OR ADI AVAILABLE.

(D) 245.6 OR 122.8 ARE AVAILABLE.

CALLED [ ] AND RELAYED ABOVE INFORMATION FOR RELAY TO TRAVIS AFB. EXPECTED DEPARTURE FROM TRAVIS AFB 1815Z.

1710Z RECEIVED CALL FROM [ ] C124 AIRCRAFT HAS BEEN ADVISED OF ABOVE ENTRY AND HE HOPES THEY GET TOGETHER.

\*1815Z CALLED DR. SCOVILLE PER REQUEST [ ] ON ARTICLE APPEARING IN LAS VEGAS REVIEW JOURNAL OF INCIDENT. DR. SCOVILLE STATED HE WOULD LIKE ONE COPY GIVEN TO [ ] AND HE WOULD NOT NEED ANY EXTRA COPIES FOR HIMSELF.

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25 MAY 1963 Cont'd:

\*1856Z CALLED [ ] IN REFERENCE TO MESSAGE REGARDING ARTICLE APPEARING IN LAS VEGAS REVIEW JOURNAL. I TOLD HIM I HAD THE MESSAGE THAT QUOTED THE ARTICLE VERBATIM. [ ] SAID THAT HE HAD SEEN THE ONE THAT GAVE THE JEST OF THE CONTENTS AND THAT THE DIRECTOR HAD BEEN INFORMED AND THAT HE WOULD NOT HAVE TO SEE THIS ONE AT THE PRESENT TIME.

1940Z RECEIVED CALL FROM COL. LEDFORD FROM ALBUQUERQUE. HE TALKED TO MR. CUNNINGHAM. MR. CUNNINGHAM BRIEFED HIM ON THE SITUATION TO THIS POINT.

1943Z PASSED TO BOXER CONTROL: COL. LEDFORD ESTIMATING YOUR STATION 1500PST.

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0015Z CALLED BOXER CONTROL [ ] C121 DUE BACK TO [ ] AT 26/0400Z. LOAD PROBABLY PEOPLE ONLY. FIRST C124 DUE [ ] AT 26/1900Z AND POSSIBLY SECOND C124 IN RIGHT BEHIND FIRST ONE.

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\*1555Z CALLED [ ] REF MESSAGE ([ ] 9679 IN 77728) REPORTING CONJECTURE LOCAL PRESS THAT PILOT'S NAME AND MISSION NOT RELEASED BY USAF. [ ] SECURITY, PER REF, TO FORWARD DETAILS TO [ ] [ ] BRIEFED CONTENTS OF REF MESSAGE.

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\*1810Z RELAYED CONTENTS ([ ] 9680) TO COL GEARY. HE HAD HEARD OF THESE ARTICLES FROM [ ] WHO HAD TALKED TO GEN HUBBARD. GEN HUBBARD TOLD [ ] HE HAD NOT REFUSED TO IDENTIFY PILOT. HE HAD NOT BEEN ASKED FOR HIS IDENTITY. [ ] IS GOING TO CALL THE NELLIS PIO AND DISCUSS THE POSSIBILITY OF VOLUNTEERING PILOTS NAME TO LAS VEGAS PRESS. COL GEARY HAS ARRANGED FOR [ ] TO CONTACT WRIGHT-PATTERSON TO INSURE AGAINST ANOTHER NEGATIVE RESPONSE SHOULD WRIGHT-PATTERSON HAVE AN INQUIRY REGARDING ALLEGED F105 ASSIGNMENT. IF THERE IS ANOTHER QUERY. QUESTIONER WILL BE REFERRED TO AFLC WHICH, OTHER THAN AFSC HAS RESPONSIBILITY FOR ALLEGED BAILED F105.

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\*1840Z PASSED PRECEEDING TO DDR WHO FELT WE MIGHT BE BETTER ADVISED NOT TO VOLUNTEER PILOT IDENTITY. HOWEVER THE DCI HAS APPROVED RELEASING THIS IF SITUATION DICTATES.

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\*1908Z REF [ ] 7855 (CONTACTED COL GEARY REF LOSS OF PILOTS EMERGENCY PACKET WHICH INCLUDED \$1000 AND LETTERS SIGNED BY GEN STROTHERS. REQUESTED GENSTROTHERS BE ALERTED TO POSSIBLE INQUIRY SUBJECT LETTERS. ALSO RECOMMENDED THAT GEN DISAWAY WHO HAS REPLACED GEN STROTHERS AS USAF DCS/OPS ALSO BE ALERTED. COL GEARY AGREES. COL GEARY RECOMMENDED THAT IF IT NOT ALREADY UNDERWAY, THAT [ ] INITIATE "ABSTRUSIVE" SEARCH FOR LOST PACKET i.e. USE [ ] SECURITY CIVILIANS UNDER GUISE OF PROSPECTORS OR HUNTERS, ETC, RATHER THAN BLUE SUITERS IN AIR FORCE VEHICLE. COL GEARY'S RECOMMENDATION PASSED TO [ ].

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2300Z [ ] CALLED AND WANTED MSG ( [ ] 9683 IN77737 )  
RELAYED TO MR CUNNINGHAM, [ ]  
RELAYED BY [ ]

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EMERGENCY PROCEDURES FOR NON-OPERATIONAL A-12 FLIGHTS

PROJECT DIRECTIVE

50-3055-4

PROJECT DIRECTIVE

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SUPPLEMENT I  
PROJECT HEADQUARTERS  
DIRECTIVE 50-3055-4

OPERATIONS  
14 MARCH 1963

EMERGENCY PROCEDURES FOR NON-OPERATIONAL A-12 FLIGHTS

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ALASKA

The emergency procedures in support of A-12 operations within the Alaskan area will follow the provisions of Project Directive 50-3055-4 (ZI Emergency Procedures) as applicable. Certain additional information and procedures required for Alaskan operation are contained within this supplement. Information herein is with reference to the basic directive.

II. SCOPE

These procedures apply to the following:

- A.
- B.
- C.
- 1.
- 2.
- 3.
- 4.
- 5.
- 6. Alaskan NORAD Region

V. PILOT PREFLIGHT BRIEFING

A. Pilots will be briefed prior to each flight regarding the following:

- 1.
- 2.
- 3. Emergency Packet:
  - a.
    - (1)
    - (2) Letters of Introduction:
      - (a)
      - (b)
      - (c)
      - (d) To USAFB Commanders in Alaska (Attachment #1).

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(e) To Whom It May Concern In Alaska  
(Attachment #2).

VI. DEFINITIONS

A.  
B.  
C.  
D.  
E.

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the [ ] Command Post via Single Side Band communications.

VII. A-12 INFLIGHT EMERGENCIES

A. EMERGENCY LANDING AT OTHER THAN [ ]

1. PILOT PROCEDURES:

a.

(1) Priority 1: NORAD facility (UHF Frequency).

(2) Priority 2: FAA facility (ARTCC)  
(UHF Frequency).

(3) Priority 3: [ ] Command Post via  
Single Side Band.

D. LOSS OF TWO-WAY RADIO COMMUNICATIONS

1.

a. Situation permits returning to [ ]

(1) Circumstances permitting, return  
directly to the terminal fix at [ ] and  
enter the established holding pattern at  
appropriate altitude.

(a) In the event deviation from planned  
coastal ADIZ penetration time exceeds fifteen  
minutes or twenty miles, the IFF/SIF will be  
turned on when passing:

1. 5200 N on Pink or Brown routes.
2. 7330N on Purple route.

Coding will be as specified by  
[ ] and coordinated with NORAD during  
submission of the [ ] Advisory Message.

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E. ANR CC ACTION (INFLIGHT EMERGENCY)

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1. Upon receipt of a [ ] message:

a. The AC&W or Dew Line site contacted will immediately pass message to ANR CC. Stand by to render assistance in vectoring and clearing aircraft as required.

b. ANR CC will immediately pass message to NORAD COC.

E-1 NORAD ACTION (INFLIGHT EMERGENCY):

a. Notify Boxer Control.

X. SEARCH AND RESCUE PROCEDURES

A.

1.

2.

3. NORAD COC ACTION:

a.

b. Direct communications search of military facilities through the Alaskan NORAD Region (ANR CC).

c. Direct search and rescue action through the ANR CC. (Pass the identical message as received from Boxer Control).

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d. Immediately relay all [ ] messages received to Boxer Control.

4. ANR CC ACTION:

a. Notify Alaskan Rescue Control Center to perform the following actions:

(1) Conduct communications search of military facilities.

(2) Conduct search and rescue actions.

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b. Immediately relay all [ ] messages to Boxer Control through NORAD if time allows. If

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necessary, direct voice communications may be established between the receiver site and Boxer Control. In this event ANR CC and NORAD will monitor the call.

5. ALASKAN AIR RESCUE CENTER ACTION:

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a. Immediately conduct communications search for [ ] traffic and advise ANR CC.

b. Alert SAR search force.

c. Appoint mission commander from ARCC and maintain mission operational control.

d. Conduct search and rescue as directed by ANR CC.

e. Brief SAR aircrews that no operational reports will be made until aircraft sighting has been made. Upon making an aircraft sighting, the SAR crew will be briefed to contact the nearest ANR AC&W site and request the sighting information be passed to ANR CC. Sample message follows:

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"Between Control, this is AF 46172. This is a [ ] message. Pass to ANR CC (nature of sighting, position, time, condition of aircraft, crew members, etc.)."

f. If aircraft sighting is made in an inaccessible area, the ARCC will provide for the security of the aircraft and assistance to crew members.

XI. INCIDENT/ACCIDENT REPORTING AND INVESTIGATION

A.  
B.  
C.  
D.  
E.

F. All incidents/accidents will be handled as directed by Project Headquarters. Normal requirements as outlined by AFR 127-4 are waived except as may be specified at the time of the accident.

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JACK C. LEDFORD  
Colonel USAF

OFFICIAL

(Signed)

[Redacted]

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[Redacted]

LT. Colonel USAF

Attachments:

- #1 - Pilot Instructions
- #2 - Letter of Introduction (To USAFB Commanders in Alaska)
- #3 - Letter of Introduction (To Whom It May Concern In Alaska).

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Distribution:

- #1, 2, 3 - [Redacted]
- #4 - NORAD (Director COC)
- #5 - AAC (DCS/O)
- #6 - AFIGO-S
- #7 - OSA/C/OD
- #8 - OSA/OD/CC
- #9 - OSA/SEC
- #10 OSA/[Redacted]
- #11, 12, 13, 14 - OSA/OD/OXC

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TOP SECRET

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PILOT INSTRUCTIONS BRIEFING

1. Situations: The situations in which guidance may be required are:

- a.
- b.
- c.
- d.
- e. Emergency landing at an Alaskan USAF base.
- f. Emergency landing at an Alaskan civilian base.
- g. Bailout over the Alaskan area.

2. General Instructions:

- a.
- b.
- c.
- d.
- e.
- f.
- g. If within the ZI or Alaskan areas, press inquiries will be referred to the Director of Information, Office of the Secretary of the Air Force, Washington, D. C.

3. Detailed Instructions:

4. Telephone Instructions: In any situation requiring unscheduled launching or bailout in the Alaskan area, telephone and advise the Alaskan Air Command Duty Officer, Elmendorf AFB at the following number:

- a. 752-1302 or 752-1303
- b. Furnish him with the following:
  - (1) Your location.
  - (2) Location of aircraft.
  - (3) Nature of the trouble.
  - (4) Assistance required.
  - (5) Telephone number where you can be reached for further information
  - (6) Known newspaper knowledge or interest.

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HEADQUARTERS  
ALASKAN COMMAND

**TOP SECRET**

TO: U.S. AIR FORCE BASE COMMANDERS IN ALASKA

1. The bearer of this letter is engaged in a highly classified research program of the highest military interest. You will immediately take maximum precautionary measures to minimize public exposure of the aircraft. Names of personnel involved in this emergency will be recorded.

2. No information regarding this emergency will be released to the news media. If necessary, inquiries received for information will be referred to the Director of Information, Office of the Secretary of the Air Force, Washington, D. C.

3. You are requested to immediately telephone the Alaskan Air Command duty officer, Elmendorf AFB, at the following number:

a. 752-1302 or 752-1303

b. Furnish him with the following:

(1) Location and condition of the pilot and aircraft.

(2) Security of the aircraft.

(3) Assistance required.

4. Your careful attention to these instructions is vital to the national interest.

GEORGE W. MUNDY  
Lt. General, USAF  
Commander-in-Chief

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**TOP SECRET**

HEADQUARTERS  
ALASKAN COMMAND

TO WHOM IT MAY CONCERN IN ALASKA

**TOP SECRET**

The bearer of this letter is engaged in a highly classified research program for the United States Air Force. You are requested and this is your authority to take the following action:

1. Provide the pilot with necessary food, clothing, medical and/or other emergency care.
2. Call both the nearest law enforcement officer and the nearest Air Force Base Commander and give the latter all of the information you have regarding this incident. Request both to dispatch personnel to assist you in:
  - a. Maintaining maximum security of the aircraft, and
  - b. Rendering such other aid as may be necessary.
3. Call collect: The Air Force duty officer at Headquarters, Alaskan Air Command, Elmendorf Air Force Base, telephone numbers 752-1302 or 752-1303. If possible the following information should be given during this telephone call:
  - a. Name of Air Force Base notified.
  - b. Location of pilot and aircraft.
  - c. Condition of pilot and aircraft.
  - d. Assistance required.
  - e. Telephone number at which you can be reached for further information.
4. Provide guards for the aircraft and issue instructions to discourage anyone from inspecting or photographing the aircraft, or related equipment. Inquiries regarding the release of information to the various news media should be directed to the Director of Information, Office of the Secretary of the Air Force, Washington, D. C.

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5. Keep a record of the money you are required to spend in furnishing the above assistance and you will be repaid by the U. S. Air Force.

6. Upon the arrival of a military authority or a law enforcement official, you are requested to give him this letter and all other material pertaining to this matter. After accepting this letter, he is in charge of the incident.

~~TOP SECRET~~

GEORGE W. MUNDY  
Lt. General, USAF  
Commander-in-Chief

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CLASSIFICATION  
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THIS DOCUMENT REQUIRES SPECIAL HANDLING

HANDLING PROCEDURES

THIS DOCUMENT CONTAINS INFORMATION REGARDING A HIGHLY CLASSIFIED ACTIVITY. PERMISSION TO TRANSFER CUSTODY, OR PERMIT ACCESS TO THIS DOCUMENT MUST BE OBTAINED FROM THE ORIGINATOR. HAND CARRY PROCEDURES WILL BE APPLIED TO ANY INTER-OFFICE OR INTRA-AGENCY MOVEMENT OF THIS DOCUMENT.

This document contains information  
referring to Project **OXCAR**

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OSA/OD/OXC							

CLASSIFICATION  
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